

## Appendix O

### Federal Revenue Estimate

<b>MPO</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Battle Creek</b>	\$8,520,188	\$8,690,592	\$8,864,404	\$9,041,692
<b>Bay City</b>	\$17,064,884	\$17,406,182	\$17,754,305	\$18,109,391
<b>BH/SJ</b>	\$13,093,444	\$13,355,313	\$13,622,419	\$13,894,868
<b>Detroit</b>	\$500,938,000	\$510,956,760	\$521,175,895	\$531,599,413
<b>Flint</b>	\$33,232,980	\$33,897,640	\$34,575,592	\$35,267,104
<b>Grand Rapids</b>	\$45,467,203	\$46,376,547	\$47,304,078	\$48,250,160
<b>Holland</b>	\$7,697,260	\$7,851,205	\$8,008,229	\$8,168,394
<b>Jackson</b>	\$16,924,637	\$17,263,130	\$17,608,392	\$17,960,560
<b>Kalamazoo</b>	\$21,339,025	\$21,765,806	\$22,201,122	\$22,645,144
<b>Lansing</b>	\$39,192,604	\$39,976,456	\$40,775,985	\$41,591,505
<b>Muskegon</b>	\$9,074,978	\$9,256,478	\$9,441,607	\$9,630,439
<b>Niles</b>	\$1,721,758	\$1,756,193	\$1,791,317	\$1,827,143
<b>Rural</b>	\$253,804,000	\$258,880,080	\$264,057,682	\$269,338,835
<b>Saginaw</b>	\$30,267,966	\$30,873,325	\$31,490,792	\$32,120,608
<b>Totals</b>	<b>\$998,338,927</b>	<b>\$1,018,305,706</b>	<b>\$1,038,671,820</b>	<b>\$1,059,445,256</b>

These are estimates and the funding levels in these programs may vary based on system condition, systems goals, project readiness and actual revenues. They also do not include other FHWA or non-FHWA federal funding such as Emergency Relief, Safe Routes To School, National Recreational Trails, National Corridor Infrastructure, Earmarks, Federal Aviation, Public Lands Highways etc.

**Appendix O (continued)****MDOT Program Revenue Estimate**

<b>MPO</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Battle Creek</b>	\$879,224	\$896,808	\$914,745	\$933,039
<b>Bay City</b>	\$1,206,934	\$1,231,073	\$1,255,694	\$1,280,808
<b>BH/SJ</b>	\$1,001,882	\$1,021,919	\$1,042,358	\$1,063,205
<b>Detroit</b>	\$41,954,835	\$42,793,931	\$43,649,810	\$44,522,806
<b>Flint</b>	\$1,801,963	\$1,838,002	\$1,874,762	\$1,912,257
<b>Grand Rapids</b>	\$5,138,503	\$5,241,273	\$5,346,098	\$5,453,020
<b>Holland</b>	\$932,952	\$951,611	\$970,644	\$990,057
<b>Jackson</b>	\$3,117,760	\$3,180,115	\$3,243,718	\$3,308,592
<b>Kalamazoo</b>	\$698,874	\$712,851	\$727,108	\$741,651
<b>Lansing</b>	\$3,994,657	\$4,074,551	\$4,156,042	\$4,239,162
<b>Muskegon</b>	\$2,987,376	\$3,047,123	\$3,108,066	\$3,170,227
<b>Niles</b>	\$1,654,246	\$1,687,331	\$1,721,078	\$1,755,499
<b>Rural</b>	\$40,033,181	\$40,833,845	\$41,650,522	\$42,483,532
<b>Saginaw</b>	\$2,387,492	\$2,435,242	\$2,483,946	\$2,533,625
<b>Totals</b>	<b>\$107,789,879</b>	<b>\$109,945,676</b>	<b>\$112,144,590</b>	<b>\$114,387,482</b>

These are estimates and the funding levels in these programs may vary based on system condition, systems goals, project readiness and actual revenues. Local non federal revenue is included in the MPO programs.

Revenue Sources

Gasoline Tax  
 Diesel Fuel Tax  
 Liquid Petroleum Gas Tax  
 Diesel Carrier Tax  
 Diesel Carrier License  
 Resident Weight Tax  
 Nonresident Weight Tax  
 Resident Weight Tax  
 Municipal Motor Vehicle License  
 Bonds

Source: Annual Report - Michigan Transportation Fund